GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2502
ANSWERED ON:30.08.2007
PHAPHAMAU BRIDGE
Singh Kunwar Rewati Raman

Will the Minister of RAILWAYS be pleased to state:

(a): whether it is a fact that huge sedimentation has developed upstream of Phaphamau bridge on the Allahabad side of river Ganga thus blocking the channel parallel to Teliarganj stretch;

(b): if so, the details thereof;

(c): whether the river channel has gone dangerously beyond the last edge of the Railway Guide Bund and in the event of heavy monsoons could cut all rail and road approaches from other parts of U.P. to Allahabad; and

(d): if so, the steps taken by the Railways to avert any such mishappening ?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF LOK SABHA UNSTARRED QUESTION NO. 2502 BY SHRI REWATI RAMAN SINGH TO BE ANSWERED IN LOK SABHA ON 30.08.2007 REGARDING PHAPHAMAU BRIDGE.

(a) to (d): The subject matter has been studied in depth by a high level expert Committee of Ganga Flood Control Commission (GFCC), Ministry of Water Resources. The Committee visited the site on 18.5.07. The expert Committee has submitted a report in May 2007. As per observations of the Committee:

1. River Ganga has been shifting towards Phaphamau side during last 3-4 years and formed meandering loop. Some erosion has taken place 1.5 − 2.0 Km. upstream of the bridge.

2. Guide Bund of Railway Bridge extends 700 m and boulders are stacked in a curve of 2900 feet length for dampening the flow of water at high stage.

3. The approach to Road Bridge and Railway Bridge is quite protected and stacked with boulders to dampen the flow.

4. The river is still 600-700m away from road beyond which Phaphamau town exists and it is unlikely that river erode the whole land in one flood season.

5. The team is of the opinion that there appears no immediate danger to guide bund, road and Railway Bridges and Phaphamau from the floods.

6. It is also observed that near Teliarganj area of town there is heavy deposition of silt. Dredging a wide channel through silted reach is very expensive option and its success cannot be ascertained and hence it is not feasible option.